

RE: PETITION FROM RESIDENTS OF THE 6800 BLOCK NOELANI PLACE WHICH APPEARED ON THE AGENDA FOR THE 1986 NOVEMBER 03 MEETING OF COUNCIL (Item 4c) REQUEST FOR RELAXATION OF MUNICIPAL BY-LAW TO PERMIT ANGLE PARKING IN CUL-DE-SAC TURNAROUND
6800 BLOCK NOELANI PLACE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1986 NOVEMBER 12

FROM: DIRECTOR ENGINEERING

SUBJECT: RELAXATION OF THE MUNICIPAL BYLAW TO PERMIT ANGLE PARKING IN A CUL-DE-SAC TURNAROUND
6800 BLOCK NOELANI PLACE

RECOMMENDATION:

- 1) THAT parallel parking only be permitted adjacent to the curb on Noelani Place.
- 2) THAT the petitioners be sent a copy of this report.

R E P O R T

The property owners in the 6800 block of Noelani Place wrote to Council by letter dated 1986 October 23 concerning parking arrangements on their street.

Noelani Place is a short cul-de-sac street that runs off Elwell Street just west of Canada Way. The cul-de-sac in question is 22.6 metres in diameter from curb to curb, a width that has been a requirement of the Fire Department for many years. This requirement is based on a standard of providing fire apparatus with unobstructed maneuvering at the end of a closed street. To fulfill this requirement completely, there should be no parking of any kind allowed in the cul-de-sac at any time.

All of the properties on Noelani Place, with the exception of 7607 Elwell Street have lane access. 7607 Elwell Street has a driveway to Noelani Place.

At the present time, the residents are parking their vehicles at right angles to the curb (see attached sketch). This is not only a violation of Section 191 of the Provincial Motor Vehicle Act, i.e.,

"191. Except when a municipality or the Minister of Transportation and Highways permits, a driver shall not stop, stand or park a vehicle on a roadway other than on the right side of the roadway and with the right hand wheels parallel to that side, and where there is a curb, within 30 cm of the curb."

but it also completely negates the possibility of a fire vehicle turning around. The Fire Department has advised us that because of the short length of the street, they could accept backing out

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but also stated that there should be no right-angle parking permitted in any cul-de-sac because of the extreme obstruction it creates. Your Director Engineering has concluded that it would be unreasonable to ban all parking in the cul-de-sac but that right angle parking should be banned in favour of allowing parallel parking only. Further, this conclusion seems to be a reasonable one considering that all properties have lane access except one and that one gains access to offstreet parking by means of a driveway from the cul-de-sac.


DIRECTOR ENGINEERING

HB:m1
Attach.

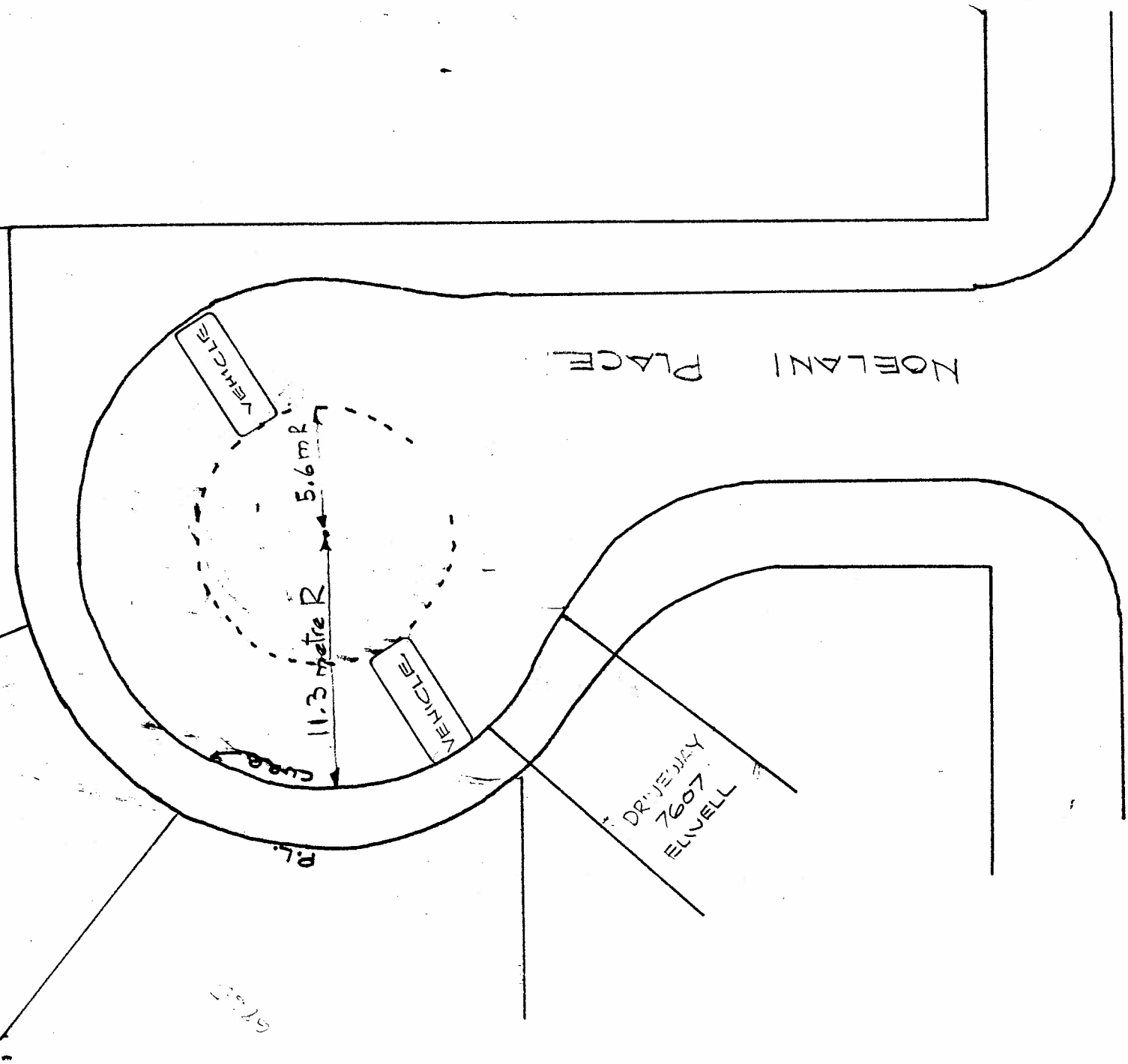
cc: Fire Chief

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ELVELL STREET

STREET

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No.	DATE	REVISION
CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT		
DESIGNED BY		SCALE
DRAWN BY		DATE
CHECKED BY		DRWG NO.
APPR'D BY		L.
DIVISION		

